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CENTRAL INTELLIGENCE AGENCY

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SECURITY INFORMATION

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INFORMATION REPORT

REPORT

CD NO.

COUNTRY

Bulgaria

DATE DISTR. 13 Oct. 1952

SUBJECT

1. Sofia-Burgas Rail Line
2. Danube Bridge and Tunnels
3. Inland Navigation

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SUPPLEMENT TO
REPORT NO.

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Sofia-Burgas Rail Line

1. The new Sofia-Burgas rail line now under construction will follow mountainous areas in order to reduce vulnerability to air attack. The existing line, and especially the Pazardzhik-Yambol stretch, which passes through flat country offering no protection, is very vulnerable.
2. Engineer Stoikov, a Bulgarian national, is in charge of constructing the new railroad line; he is assisted by an unspecified number of Soviet experts. Building operations are supervised by an unidentified Soviet major.
3. The following is a general description of the Dobro Kamartsa-Klisura stretch:
 - a. Length: 11-12 kilometers, of which seven kilometers are represented by a single tunnel; the remaining 4-5 kilometers are in the open;
 - b. Traction: Steam;
 - c. Gauge: Normal Bulgarian gauge, 1.455 meters; and
 - d. Tracks: Single track.
4. The following is the state of completion of various parts of the line:
 - a. Tunnel: The excavation of the 7,000-meter long tunnel was completed a few months ago; it is now being lined;
 - b. Open stretch: The road bed on the open stretch of 4-5 kilometers has been completed; and

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c. Rails: The rails have not yet been laid.

Danube Bridges and Tunnels

5. In the near future, construction is to begin on a bridge over the Danube between Ruse and Giurgiu, Rumania. The scheme is still secret and has not been made known to the public. The work will be carried out by a newly-formed Bulgarian-Rumanian construction firm with the assistance of Soviet specialists. The technical manager representing Bulgaria will be Engineer Kiril Ivanov, formerly director of a building concern operated by the Sofia city council; Ivanov formerly resided in the USSR and returned to Bulgaria after World War II. 50X1-HUM
6. [] a plan to construct three tunnels under the Danube. [] the scheme would present very great technical difficulties and would be extremely costly.

Inland Navigation

7. [] a plan to construct a Burgas-Maritsa River Navigable Canal. [] such a project would be impossible because the ground through which the canal would have to pass is very uneven and several locks would be required. 50X1-HUM
8. There was some talk of making the Maritsa River below Plovdiv suitable for navigation. The scheme was abandoned with the death of Engineer Mavrov who was responsible for the idea.

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